

Construction
Revised 7/2014

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Details of Daily Operations

(22)

Inspection Details (Items Checked/Results/Corrective Actions)

(23)

Traffic Control Review

(24)

Personal Risk & Hazard Assessment (Inspection Staff Only)

(25)

Operational Risk Management Controls

(Check all that apply or indicate "N/A" for Not Applicable)

Hard Hat	<input type="checkbox"/>	Ear Protection	<input type="checkbox"/>	Fall Protection	<input type="checkbox"/>
Safety Vest	<input type="checkbox"/>	Eye Protection	<input type="checkbox"/>	Trenching / Shoring	<input type="checkbox"/>
Steel Toed Shoes	<input type="checkbox"/>	Safe Parking	<input type="checkbox"/>	Confined Space	<input type="checkbox"/>
Lifting / Back Safety	<input type="checkbox"/>	Backup Alarm / Spotter	<input type="checkbox"/>	Crane Swing Area	<input type="checkbox"/>

Other/Reassessment

(26)

(27)

Inspector's Signature

INSPECTOR'S DAILY REPORT EXAMPLES

North Carolina Department of Transportation
INSPECTOR'S DAILY REPORT

Construction
03/07

Contract No.: C222121	T.I.P. Number: U-1234	Inspector: I. M. Gadget	Day: Thursday	Date: 10/16/2003
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High Temp: 68	AM Conditions: Cloudy	PM Conditions: Mostly Sunny
Low Temp: 49		

Effects of Weather on Items of Work					
Items of Work	No Affect All Day	Affected Less Than 50% of Work Day	Affected More Than 50% of Work Day	No Work All Day	Remarks
Deck Pour	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Accidents (Check One):	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	See Accident Report Dated:
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Visitors:	Engineering Staff:
A. B. Engineer, M. T. Concrete-Technician	I.M. Resident, I.M. Assistant, J. Roberts, S. Wilson, J. Baker, A. Greene, P. Childs

Contractor(s) and Personnel													
No.	Name	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs
1.	Prime	Supt			Foreman			Operators			Laborers		
2.	Sub/Utility Bridge Builders	Supt	2	8	Foreman	1	8	Operators	2	8	Laborers	20	8
3.	Sub/Utility	Supt			Foreman			Operators			Laborers		

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Details of Daily Operations**Bridge Builders - Deck Pour Station 125+56 -L-**

Bridge crew arrived at 5:30am to prepare for deck pour. Burlap was placed in tubs of water for later use in curing. Final cleaning of the deck forms was completed. Began soaking the tops of the Prestressed Concrete girders. The pump truck arrived and set up at 7:00am.

The first load of concrete arrived at 8:30am, and the pour began at 8:30am. 178.9 cubic yards of Class AA concrete was placed between 8:30am and 1:00pm. During the pour, a fogger was used to help control the moisture loss. Burlap was placed on the finished concrete 20 feet behind the screeding operation. Upon completion of the pour, soaker hoses were placed on the high side of the deck and white plastic was placed over the burlap. A water truck was filled, and the soaker hoses were attached and operating.

Inspection Details (Items Checked/Results/Corrective Actions)**The plans require flyash to be included in**

the deck mix. A Class AA flyash mix was used. Batch tickets were in accordance with the approved mix design. 20 loads of concrete were used. The air content of first load was tested and found to be out of specification (3.5% air). Air was added on site by the concrete suppliers QC manager. Air retested, 7% air and was allowed to be placed. Air and slump tests for remaining loads were acceptable (see batch tickets). During the pour, depth and cover checks were made with a wire probe at 10th point locations. Cover was over 2.5" at all locations. Depth readings ranged from 8.5" to 9". See workbook for recorded readings. When the Contractor finished the first 10 feet of deck, it was noted that the deck surface contained ridges, which was reviewed w/ Supt. Lowe. We determined that adjustments were needed to the pan drag. Adjustments were made and area was refinished with acceptable surface texture.

Traffic Control Review

The traffic control for this project included an offsite detour. All barricades and signs were in proper condition.

Personal Risk & Hazards Assessment (Inspection Staff Only)**Deck pour today. Concrete trucks will**

be backing into the worksite due to limited work area conditions. Uneven, wet surfaces could create potential for falling. Concrete tests will require lifting concrete samples.

Operational Risk Management Controls

(Check all that apply or indicate "N/A" for Not Applicable)

Hard Hat	X	Ear Protection	X	Fall Protection	X
Safety Vest	X	Eye Protection	X	Trenching / Shoring	NA
Steel Toed Shoes	X	Safe Parking	X	Confined Space	NA
Lifting / Back Safety	X	Backup Alarm / Spotter	X	Crane Swing Area	X

Other Controls / Reassessment

Concrete testing location set-up away from the Contractor's pumping operation for safer work area. Plywood utilized to create a walkway across the rebar for transporting the concrete for testing.

I. M. Gadget

Inspector's Signature

Example 2

North Carolina Department of Transportation
INSPECTOR'S DAILY REPORT

Construction
03/07

Contract No.:	T.I.P. Number:	Inspector:	Day:	Date:
C258258	B-2222	I.M. Gadget	Monday	9/16/2002

High Temp: 84	AM Conditions: Partly sunny, scattered showers	PM Conditions: Mostly sunny
Low Temp: 70		

Affects of Weather on Items of Work					
Items of Work	No Affect All Day	Affected Less Than 50% of Work Day	Affected More Than 50% of Work Day	No Work All Day	Remarks
Drilled piers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Accidents (Check One):	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	See Accident Report Dated:	
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Visitors:	Engineering Staff:
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Contractor(s) and Personnel													
No.	Name	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs
1.	Prime Prime Contracting, Inc.	Supt	1	8	Foreman			Operators			Laborers		
2.	Sub/Utility Sanders Drilling Company	Supt	1	10.5	Foreman	1	10.5	Operators	2	10.5	Laborers	2	10.5
3.	Sub/Utility	Supt			Foreman			Operators			Laborers		

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Details of Daily Operations

Sanders Drilling Co. - Drilled Piers

The Contractor continued work on Shaft No. 1 at Bent 2. Five feet of "In Soil" excavation and 4 feet of "Not in Soil" were completed. Upon reaching the plan TIP elevation, the shaft was cleaned with a mud bucket and an air lift. The water inflow rate was measured, and it was determined that the concrete placement must be made as a "wet pour". The Contractor waited two hours for the water to reach static elevation and for the pump truck to arrive on site. The shaft was re-cleaned, reinforcing steel was placed and 11.6 cubic yards of Class AA Drilled Pier concrete was placed. Water from the shaft was pumped into a silt bag. The temporary casing was removed.

Inspection Details (Items Checked/Results/Corrective Actions) When Supt. Greenlee advised that rock was encountered, the penetration rate was checked using a rock auger and recorded at 1 inch in 5 minutes. A core barrel was used to remove the bottom 4 feet of the shaft. Drilling in this area remained consistent and was paid for as "Not in Soil". The water inflow rate was 12 inches in 30 minutes, which required a wet pour. Due to the presence of water, the drilled test hole required in the bottom of the shaft was waived. This was anticipated and previously approved by the Bridge Const. Eng. at the pre-drilled mtg. Bottom cleanliness was inspected w/ a steel probe rod, no soft areas were encountered. Four inch spacer wheels were attached every 5 feet to the rebar cage to provide proper clearance. Plastic boots were provided to keep the steel off the bottom. Wet Pour - verified the pump pipe remained embedded in the concrete at least 10 feet. A foam ball was used in the end of the pump pipe to avoid contamination of the concrete when inserting the pipe. The concrete mix was verified in accordance w/ the pre-approved mix design. The concrete was delivered in 2 loads. Slump and air tests were acceptable, cylinders made for each load.

Traffic Control Review The traffic is detoured offsite. A review of all the barricades and signs were made, and the barricades and signs were in proper condition.

Personal Risk & Hazards Assessment (Inspection Staff Only) Working near crane - stay out of swing area, swing area should be blocked for protection. Limited work space, watch for moving equipment.

Operational Risk Management Controls

(Check all that apply or indicate "N/A" for Not Applicable)

Hard Hat	X	Ear Protection	NA	Fall Protection	X
Safety Vest	X	Eye Protection	X	Trenching / Shoring	NA
Steel Toed Shoes	X	Safe Parking	X	Confined Space	X
Lifting / Back Safety	X	Backup Alarm / Spotter	X	Crane Swing Area	X

Other Controls / Reassessment Inspector's vehicle parked safely away from the Contractor's operations. Crane swing area properly protected and maintained throughout the workday. Contractor's pour extended into the evening hours. Two light plants were set-up to provide sufficient lighting to complete the pour.

I. M. Gadget

Inspector's Signature

Example 3

North Carolina Department of Transportation
INSPECTOR'S DAILY REPORT

Construction
03/07

Contract No.:	T.I.P. Number:	Inspector:	Day:	Date:
C123123	R-1111	I.M. Gadget	Wednesday	7/31/2002

High Temp: 90	AM Conditions: Sunny	PM Conditions: Partly cloudy
Low Temp: 71		

Affects of Weather on Items of Work					
Items of Work	No Affect All Day	Affected Less Than 50% of Work Day	Affected More Than 50% of Work Day	No Work All Day	Remarks
Fine grading Sta. 10+20 to Sta. 11+50.-Y5-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Accidents (Check One):	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	See Accident Report Dated:	
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Visitors:	Engineering Staff:
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Contractor(s) and Personnel													
No.	Name	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs
1.	Prime Show Off ,Inc.	Supt			Foreman	1	10	Operators	5	10	Laborers	7	10
2.	Sub/Utility	Supt			Foreman			Operators			Laborers		
3.	Sub/Utility	Supt			Foreman			Operators			Laborers		

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Details of Daily Operations

Show Off, Inc. - Fine Grading

The Contractor graded around the catch basins at structure numbers 11, 12, 13, 14, and 15. He also graded and compacted with a tamp the radius sections at Unity and Blair Streets and a section at Station 16+25 left and right of the -L- line. The Contractor completed fine grading sections of the proposed roadway from Station 10+20 to Station 11+50 on -Y5- and from Station 16+20 to Station 15+30 -L-.

Paving operations are scheduled to begin tomorrow.

Inspection Details (Items Checked/Results/Corrective Actions) The subgrades were checked and recorded into the field book. The grades were within the 0.1 foot tolerance. A subgrade density was performed and the density results met the 100% compaction requirement. The catch basins were inspected after grading operations and no damage to the basins was noted.

Traffic Control Review The lane closure at Unity and Blair Streets was reviewed. The cone spacing, buffer, and taper length were in accordance with the roadway standard drawing. The Contractor was advised to increase the spacing of the advanced warning signs to 350 feet. The traffic control was reviewed approximately 30 minutes later, and the sign spacing was in accordance to the roadway standard. Flaggers were present.

Personal Risk & Hazards Assessment (Inspection Staff Only) Contractor fine grading today in limited work area. Inspection staff needs to watch for moving / backing equipment and park vehicle outside of the area being graded.

Operational Risk Management Controls

(Check all that apply or indicate "N/A" for Not Applicable)

Hard Hat	NA	Ear Protection	NA	Fall Protection	NA
Safety Vest	X	Eye Protection	NA	Trenching / Shoring	NA
Steel Toed Shoes	X	Safe Parking	X	Confined Space	NA
Lifting / Back Safety	NA	Backup Alarm / Spotter	X	Crane Swing Area	NA

Other Controls / Reassessment Fine grading operation moved to -Y5- in the afternoon. Inspector's vehicle parked safely away from operation. Equipment back-up alarms were checked and continue to be working properly.

I. M. Gadget
Inspector's Signature

Example 4

North Carolina Department of Transportation INSPECTOR'S DAILY REPORT

Construction
03/07

Contract No.: C277111	T.I.P. Number:	Inspector: I. M. Gadget	Day: Monday	Date: 4/24/2006
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High Temp: 82	AM Conditions:	PM Conditions:
Low Temp: 57	Variable cloudy	Variable cloudy

Affects of Weather on Items of Work					
Items of Work	No Affect All Day	Affected Less Than 50% of Work Day	Affected More Than 50% of Work Day	No Work All Day	Remarks
Paving	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Accidents (Check One): <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	See Accident Report Dated: 4/24/2006
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Visitors:	Engineering Staff: F. Sheldon, W. Lewis, Q. Willet
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Contractor(s) and Personnel													
No.	Name	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs
1.	Prime First Rate Paving	Supt	1	10	Foreman	1	10	Operators	6	10	Laborers	7	10
2.	Sub/Utility TNT Utilities	Supt			Foreman	1	8	Operators	2	8	Laborers	4	8
3.	Sub/Utility	Supt			Foreman			Operators			Laborers		

Contractor(s) Equipment (Active or Idle)				
Contr/ Sub No.	Description	Number of Pieces	Number Used	Total Hours Used
1	Pick-up truck	4	4	10
1	Caterpillar 248 loader	1	1	6
1	Mack Semi-tractors	2	2	6
1	Lowboy	3	3	3
1	Kubota M4900 broom	1	1	8
1	Tack truck	1	1	8
1	Roadtec RP190 paver	1	1	9
1	Sakai SW800 SD Roller	1	1	9
1	Hamm HD110N SD roller	1	1	9
1	Water truck	1	1	4
2	Air Compressor	1	1	7
2	Flat bed dump truck	1	1	7

Details of Daily Operations**First Rate Paving - Map 27**

The Contractor paved Map 27 - SR 2344 (Bole Road) from Station 0+00 to Station 28+25 (end of Map). The average road width is 24 feet. The map was extended to Station 28+25 and widened from Station 27+75 to Station 28+25 to accommodate the new right turn lane at Davis Road (US 23) intersection. The Contractor used 23 loads (356.96 tons) of R59.5C (JMF 05-078-131) asphalt. Ten tons were deducted from load 23 because it was not used. The Contractor was delayed one hour from 12:30pm to 1:30pm while turning the paving operations around at the intersection SR 2344 (Bole Road) and US 34. The Contractor completed the resurfacing of this map and moved the equipment to Map 28 - SR 2365 (Greene Street).

***A motor vehicle accident occurred at the intersection of US 34 and SR 2344 (Bole Road) at approximately 10:30am. The intersection is signalized.

TNT Utilities (Subcontractor) - Valve and Manhole Adjustments - The Subcontractor adjusted 4 manholes and

Inspection Details (Items Checked/Results/Corrective Actions) Inspected the roadway to ensure it was clean, dry, and free of debris. Inspected the amount of tack placed on the roadway; tack was sprayed across the full width of the paving area. The tack was distributed evenly. Monitored the Contractor's depth throughout the paving operation, and the Contractor maintained a 1.5 inch loose depth for a 1.25 inch compacted depth as required by the project provision. Three samples were cored and nuclear densities were taken, the gauge readings were above the 95% compaction requirement.

Traffic Control Review The Contractor paved through a signalized intersection. The signal was put on flash, and flaggers were used to control traffic at the intersection during paving operations in addition to using a pilot vehicle for the vehicles on SR 2344 (Bole Road). The advance warning signs were erected in accordance with the roadway standard drawings.

Personal Risk & Hazards Assessment (Inspection Staff Only) Paving operations today. Inspectors need to be aware of moving equipment, backing trucks and motorists.

Operational Risk Management Controls

(Check all that apply or indicate "N/A" for Not Applicable)

Hard Hat	NA	Ear Protection	NA	Fall Protection	NA
Safety Vest	X	Eye Protection	NA	Trenching / Shoring	NA
Steel Toed Shoes	X	Safe Parking	X	Confined Space	NA
Lifting / Back Safety	NA	Backup Alarm / Spotter	X	Crane Swing Area	NA

Other Controls / Reassessment Advised new inspector who was taking the asphalt tickets to be aware of vehicles passing by the paving operation, to not stand beside of a truck with the truck bed fully raised due to possible stability issues and to watch for overhead power lines with raised truck beds.

I. M. Gadget

Inspector's Signature

Example 5

North Carolina Department of Transportation
INSPECTOR'S DAILY REPORT

Construction
03/07

Contract No.:	T.I.P. Number:	Inspector:	Day:	Date:
C255555	R-5678	I. B. Lineman	Thursday	6/22/2006

High Temp: 82	AM Conditions: Cloudy	PM Conditions: Rain - showers began at 3:45 pm
Low Temp: 65		

Affects of Weather on Items of Work					
Items of Work	No Affect All Day	Affected Less Than 50% of Work Day	Affected More Than 50% of Work Day	No Work All Day	Remarks
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Accidents (Check One):	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	See Accident Report Dated:	
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Visitors:	Engineering Staff:
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Contractor(s) and Personnel													
No.	Name	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs	Type	#	Hrs
1.	Prime	Supt			Foreman			Operators			Laborers		
2.	Sub/Utility	Supt			Foreman			Operators			Laborers		
3.	Sub/Utility	Supt			Foreman			Operators			Laborers		

[illegible]

Details of Daily Operations Survey Operations (1:00pm - 3:45pm) rain began at 3:45pm.

The survey party re-staked the curb and gutter from Station 17+63 to Station 26+83 left of the L-line. Resident Engineer Little advised yesterday that the shoulder berm gutter would be eliminated and only expressway gutter would be installed between these stations.

The survey party also re-staked curb stakes between Station 22+00 and Station 25+50 right of the L-line. These stakes were re-set due to the failure of the Contractor to protect the stakes.

The survey party staked the overhead and ground mounted sign locations along the L-line from Station 22+50 to Station 48+00. Readings were taken at each support location to determine the "S" dimensions.

Inspection Details (Items Checked/Results/Corrective Actions) The sight distance for each sign was checked. An issue was found with Sign G at Station 26+30 right of -L-. The Y-3 bridge structure may limit sight distance. Resident Engineer Little was advised of this concern.

Traffic Control Review Traffic Control devices were reviewed by the project inspection personnel.

Personal Risk & Hazards Assessment (Inspection Staff Only) Survey party will be working around the Contractor's grading equipment while restaking curb and gutter and near traffic while verifying the 'S' dimensions.

Operational Risk Management Controls
(Check all that apply or indicate "N/A" for Not Applicable)

Hard Hat	NA	Ear Protection	NA	Fall Protection	NA
Safety Vest	X	Eye Protection	NA	Trenching / Shoring	NA
Steel Toed Shoes	X	Safe Parking	X	Confined Space	NA
Lifting / Back Safety	NA	Backup Alarm / Spotter	X	Crane Swing Area	NA

Other Controls / Reassessment The Contractor stopped grading operations while curb stakes were reset Right -L- Sta. 22+00 to 25+50. A spotter was used when near traffic.

I. B. Lineman
Inspector's Signature

